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CENTRAL INTELLIGENCE AGENCY

**INFORMATION REPORT**

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COUNTRY Hungary

SUBJECT Industrial Notes from Hungary

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1. The construction of the water power station at Tiszalök has been vigorously pushed since the spring of 1953. The retaining dam is between Tiszalök and Tiszadada, about four km from the former. Two battalions of Honved labor troops and about 2,000 forced laborers are at work on it, especially on the eastern main canal, which will be used for irrigation. The dam is being built by Budapest Building Trust No. 9 and Miskolc Building Trust No. 3. The sluices are being mounted by the Rákosi Mátyás Művek; they are expected to be completed by 15 September 1953.

2. A Martin furnace was turned over to the management at Diósgyőr by the Mávag Művek. It has a capacity of 180 tons. There are two castings daily; the quota calls for this to be increased three times.

3. The Borsodnádasdi Rolling and Plate Factory has increased its production to 360 tons daily. Forty percent of this is heavy plate; sixty percent light plate. The steel comes from Gzd.

4. The Soroksári steel and iron foundry has been placed in production. The iron foundry is working especially for the Budapest subways.

5. The Bányá Fúrozserkezetek Gyára N.V. on the road to Dorozsma in Kiskunfélegyháza also went into production on 1 May 1953. The work force is 800 men in one shift. No more can be added due to lack of workers' housing. It produces drilling machinery for oil research, hydraulic drilling machinery, mining machinery, etc.

6. The Tiszamenti Vegyiművek (chemical works) is on Veszényi út, about two km from the sugar factory and southwest of it. Construction work is still incomplete, but when it is ready it will be one of the largest chemical factories in central Europe.

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7. A third loading building is being built at the Záhony railroad station. It is not near the other two, but at the southern end of the station. The building is 450 m long and it is served by two wide-gauge and two normal-gauge lines. The mechanical equipment has not yet been delivered. It will be used principally by the MAVAG, particularly for the assembly and preparation of locomotives and cars for the broad-gauge line.

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